

## **REMARKS**

Review and reconsideration of the subject application in view of the present amendment is respectfully requested.

As an initial matter, the applicant would like to thank the Examiner for the informative and productive telephone interview of April 26, 2006. The present application has been amended in accordance with the Examiner's suggestions of the telephone interview and is now believed to be in condition for allowance. As was discussed with the Examiner, this Amendment is being submitted with an RCE. Such submission is to expedite the application to allowance.

Independent claims 1, 3, 6 and 11 have been amended to clarify features of the present invention. Claims 2, 4-5, 7-10, and 12-20 depend from amended claims 1, 3, 6, and 11, respectively. As discussed below, the rejections of the claims are respectfully traversed, and it is respectfully submitted that claims 1-20 are in condition for allowance.

Several claims, including the independent claims, were rejected in view of U.S. Pat. No. 6,625,963 to Johnson in view of U.S. Pat. No. 6,491,121 to Morimoto *et al.* Amended claim 1 states, in pertinent part, "a driven component, *which is not the electric starting motor*, capable of receiving electric power from the battery connected to the battery connection means only when the motor control means is activated" (emphasis added). In short summary about the present invention, it is desired that a driven component (e.g., 14 within the example) that is separate and distinct from the electric starting motor not drain battery power when an associated engine is stopped. Thus, the only time that the driven component receives power from the battery connection means is during engine starting.

Neither Johnson nor Morimoto disclose such structure. Johnson merely discloses a solenoid circuit so that an electric starter is energized. Johnson does not disclose a driven component, other than an electric starting motor, capable of receiving electric power from the battery only when the motor control means is activated. Morimoto was cited to supply the deficiency

between the Johnson structure and the present invention. However, Morimoto does not provide the deficiency. Morimoto merely discloses a control unit 12 that has a control means 14 for controlling an engine 4 (see Figs. 2 and 9) and possibly a control means 16 for controlling an electric motor 6 (see Fig. 9). However, there is nothing within the Morimoto system that results in the switch-over means 28 only delivering power from the batteries to the electric power load only when the motor control means 16 is activated. Thus, even a combination of teachings from Johnson and Morimoto will not provide the present invention.

Accordingly, it is respectfully submitted that amended claim 1, and dependent claim 2, are allowable.

Independent claims 3, 6, and 11 were similarly rejected under Johnson and Morimoto, and have been amended to contain similar language to that of amended claim 1 regarding the driven component. Accordingly, for the same reasons as stated above, it is respectfully submitted that independent claims 3, 6, and 11, and dependent claims 4-5, 7-10, and 12-20, are now in condition for allowance.

It is believed no additional fees are required for this amendment. However, if any additional fees are due, please charge same to Deposit Account No. 16-0820, our Order No. 36320.

Respectfully submitted,  
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